

# your Lake

## Putting Out the Fire



**What do local youth, Lane County Fleet Services, and fire safety have in common?** Well, a lot. It all started a few years ago. Community Living Program (CLP) instructors wanted to educate students on fire safety and fire extinguisher use but the cost was too much. Lane County Fleet Service Purchasing Department had older fire extinguishers that were replaced due to their age. And these older fire extinguishers needed to be discharged before disposal.

**A Win-Win** Fleet Services Purchasing Specialists Ron Gernhardt, Joe Dalton and Don Clark have provided a safe place and extinguishers for the students to discharge on a controlled fire for two classes of CLP students for the last few years.

“It is great to see the knowledge, confidence and smiles by the repeat students after they have had the opportunity to discharge a fire extinguisher before putting it in the recycle bin,” said Ron Gernhardt of Lane County Fleet Services.

### About

Life Skills Network is a program that provides appropriate instruction and opportunities to students with developmental disabilities, ages 14–21. The high school component of the program is located at Sheldon High School, while the CLP component (for 18-21-year-old students) is located in nearby apartments and maximizes students’ potential in educational, social, vocational, recreational, and community-living skills.



# 5-Rivers Road Culvert Replacement Project

Lane County Public Works, as part of its ongoing road maintenance program, identified several culverts that needed replacement under 5-Rivers road. The

road dates back to the 1890's and no one can remember the last time the culverts were replaced. 5-Rivers Road runs through Benton, Lincoln, and Lane counties before becoming a Forest Service Road. What makes this project unique from the normal business of culvert replacement is that 5-Rivers Road is located in the Alsea River drainage basin. This is a very productive Coho Salmon area and a great deal of effort has already been made to improve fish habitat in the basin. Additionally, the area is home to spotted owls and Marbled Murrelet, a small seabird.



## Why Replace It?

The need for culvert replacement by Lane County, habitat improvement goals by the Alsea Watershed Council, and the availability of Forest Service infrastructure improvement dollars were the catalyst for a \$1.3 million Federal Highway Administration (FHWA) grant awarded to Lane County to replace six culverts along a four-mile stretch of road.

Public Works had already started the engineering and environmental permit process required for the project. Two previous times the County had submitted grant requests without success. Western Federal Lands Highway Division of FHWA found that it had enough of a reserve to fund the 5-Rivers Culvert Replacement Project at the end 2009 due to very competitive bids received from their other planned capital improvement projects. FHWA was looking for projects that could be advanced very quickly.

"This was the classic case of being in the right place at the right time," said

Kerry Werner, Lane County Public Works Supervising Design Engineer.

## Creative Approaches

The engineering team came up with unique "light-touch" solutions for the project due to the proximity of endangered species to the road construction, the remoteness of the site, and a fixed budget. Some of those solutions included:

- Using precast concrete arch-spans and footings to speed construction and reduce ground disturbance area.



- Building vertical walls to stay out of streams and wetlands rather than reconstructing road slopes by lengthening the culverts.

### Going Green, Saving \$\$\$

The remoteness of the site made material transport costs a major project expense; limiting material transport would directly lower the project cost. The engineering team decided to recycle 4,000 cubic yards of road fill. As old culverts were dug out, the soil was set aside. After the new precast culverts were installed, the old road fill was brought in as backfill and was layered with geotextile for added strength. Traditionally, old road fill is hauled off and crushed aggregate is imported to rebuild the road. This decision saved more than \$100,000 of the \$1.3 million project budget.

Approximately 500 feet of new streambed was constructed to restore the natural function of the streams and to improve fish passage. Additionally, the regraded road-slopes (including the vertical wall faces) will be planted with native plants such as willow and elderberry to shade the streams.

Final road construction, paving and permanent erosion control will be completed by the end of October.



Photos by Chris Larson



Because of this timely Federal Highway grant, Lane County has six new road culverts with a service life greater than 75 years, and Coho Salmon have an additional 4 miles of spawning habitat.

### To get to this area from Eugene,

it is necessary to go to Corvallis and head west on Highway 34; turn left at Mile Post 20 onto 5-Rivers Road, then go through Lincoln County for 13 miles and finally reenter Lane County on 5-Rivers road.

For more information about this effort, contact Kerry Werner at 541-682-6960 or [kerry.werner@co.lane.or.us](mailto:kerry.werner@co.lane.or.us)

# A Decade of Work Toward a Tobacco Free Lane County



## Lane County Tobacco Facts:

	1997	2011
Adult smokers	21%	18.4%
Women who smoked during pregnancy	20%	15%
11th graders who smoke	25.9%	15%
8th graders who smoke	21.3%	8%

70 percent of Oregon adult smokers report they are interested in quitting. 47 percent of Lane County smokers made a quit attempt in 2010.

### Interested in Quitting Tobacco?

Contact: Oregon Tobacco Quit Line 1-800-QUIT-NOW (800-784-8669) and 1-877-2NO-FUME (877-266-3863, Spanish version), plus the [quitnow.net/oregon](http://quitnow.net/oregon) website.

The Quit Line is a free program offered over the phone and on the Web that helps Oregonians quit tobacco by offering confidential, evidence-based coaching. Callers may also be eligible for free nicotine replacement therapy, such as patches or gum.

We all know that secondhand smoke exposure is unhealthy. However, if you are like most Oregonians, you can probably recall a time when you were exposed to secondhand smoke in the workplace or another public venue. Maybe this exposure occurred on an airplane, in a restaurant or bar, inside a school building, or even inside Lane County government buildings if you worked for the County in the 1980s.

Today, almost all Oregonians are protected from secondhand smoke in the workplace through the Indoor Clean Air Act. Smokefree workplaces have become the norm, rather than the exception, and public opinion research indicates broad-based support for these policies. It may surprise you then, to learn that only half of the US workforce enjoys similar public health protections on the job. So how did these policies come to pass in Oregon? And what role did Lane County Public Health play?

In 1996 Oregonians passed Ballot Measure 44 raising the cigarette tax and appropriating 3 cents of this tax to establish a statewide tobacco prevention and education program. The Oregon Health Authority oversees this program, which provides funding to all county health departments. For more than a decade now, the Public Health Chronic Disease Prevention team has been educating the community about tobacco, the leading preventable cause of death, and mobilizing community partnerships to advocate for the passage of public health policies and systems changes that support community health by reducing tobacco use and secondhand smoke exposure. Lane County Tobacco Prevention and Education Program goals are to eliminate exposure to secondhand smoke, prevent youth from initiating tobacco use, identify and eliminate tobacco-related disparities in all

populations, and to help smokers quit.

In 2000 Public Health staff led the campaign to ban smoking in all workplaces in the City of Eugene. The successful passage and implementation of this local law, more commonly known as the smokefree bars and restaurants ordinance, set the stage for similar policy discussions in the Oregon legislature. In 2007 the Oregon Clean Indoor Air Act was improved to afford almost all workers the same protections from secondhand smoke exposure that workers in the City of Eugene had since 2001.

### **More recent policy successes include:**

- **Smokefree Olympic Track and Field Trials (2008)**
- **Housing and Community Services Agency of Lane County policy eliminating indoor smoking in all 1,300 plus public housing units (2010)**
- **UO Tobacco Free Campus policy announcement (2010), policy takes effect fall 2012**
- **Tobacco Free Lane County Health & Human Services Campus policy: Charnelton Building, RiverStone Community Health Clinic, and Behavioral Health campus (2010-2011)**

In addition to protecting people from secondhand smoke exposure, tobacco free environments support individuals interested in quitting tobacco and create social norms of a tobacco free lifestyle which reduces smoking rates across the population.

**For a complete listing of local Tobacco Prevention policy successes go to:**

**<http://www.lanecounty.org/TobaccoFree>**

# Messenger to Help Reduce Traffic Crashes

What is that 260 square foot “blackboard” that hangs on a mast arm off a 23-foot high pole, and is visible from a great distance? Please meet our new “messenger” monitoring traffic congestion along the northbound Delta Highway 24 hours a day and 7 days a week.

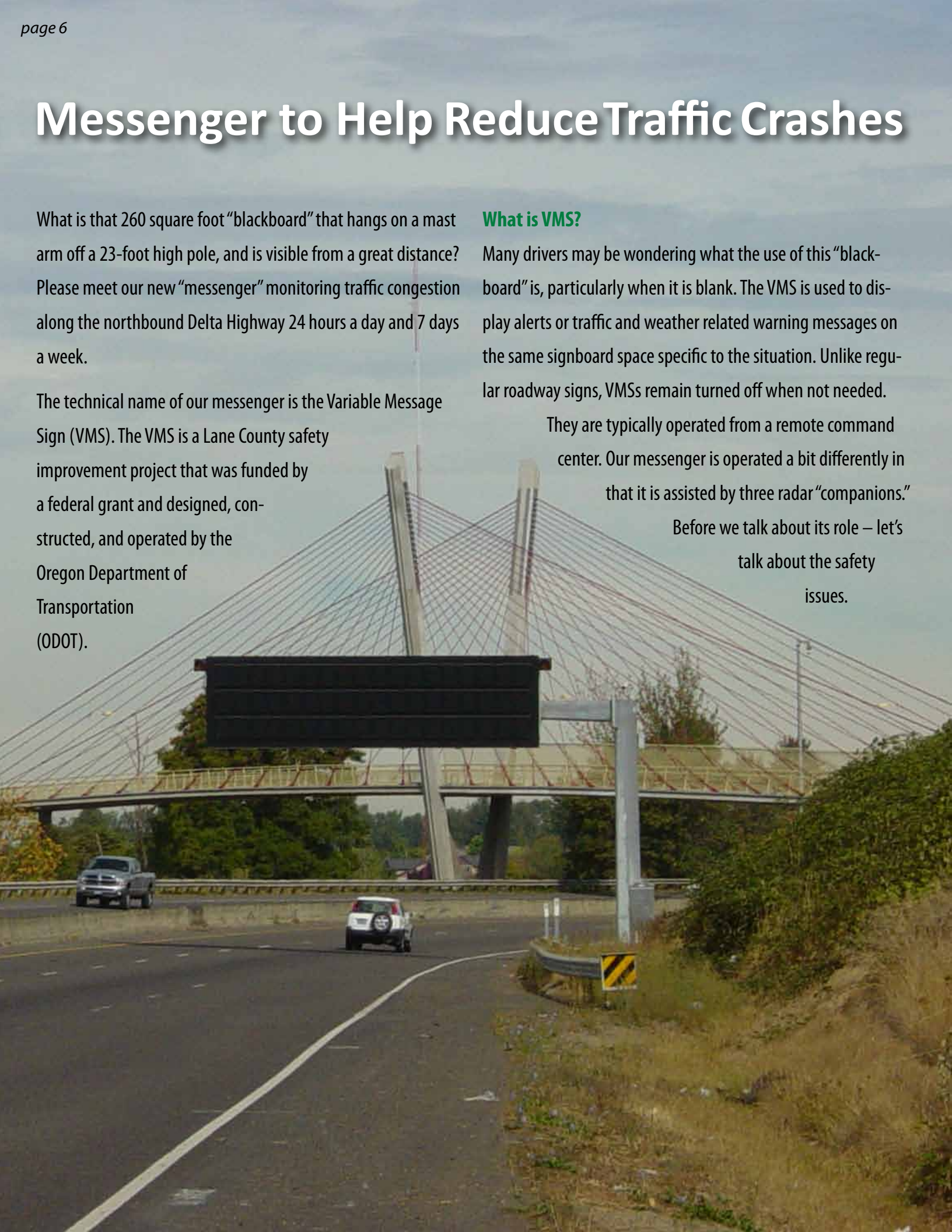
The technical name of our messenger is the Variable Message Sign (VMS). The VMS is a Lane County safety improvement project that was funded by a federal grant and designed, constructed, and operated by the Oregon Department of Transportation (ODOT).

## What is VMS?

Many drivers may be wondering what the use of this “blackboard” is, particularly when it is blank. The VMS is used to display alerts or traffic and weather related warning messages on the same signboard space specific to the situation. Unlike regular roadway signs, VMSs remain turned off when not needed.

They are typically operated from a remote command center. Our messenger is operated a bit differently in that it is assisted by three radar “companions.”

Before we talk about its role – let’s talk about the safety issues.



Northbound Delta Highway experiences congestion from northbound traffic during the afternoon peak hours between 3:30 and 5:30 p.m. The queue, or collection, of traffic, is a cascading effect resulting from congestion on Randy Papé Beltline Highway during the afternoon peak hour. Northbound Delta Highway traffic (estimated 2,400 westbound vehicles) attempting to get onto Randy Papé Beltline cannot merge efficiently with the congested traffic, and eventually spill-back occurs on Delta Highway that extends several hundred feet south, close to a blind curve, in the right lane. These slowed or stopped vehicles are safety hazards as evidenced by rear end crashes that occur year after year.

The task of our messenger and its companion sensors is to warn us about the queue, which is not visible as we approach the curve at high speed. The radar sensors installed at three locations along the roadside monitor the road conditions, such as when vehicles slow down and traffic volume increases. They continuously send information to an ODOT server in Salem via a fiber optics network. As soon as the server “detects” congestion, an appropriate message is passed to our messenger sign over Delta Highway to display a warning message for us all to see.

Next time you are northbound on Delta Highway and you see a message, please pay attention to it. The warning message could help you avoid a rear-end crash.

*The sign is temporarily in off mode for fine-tuning the algorithms and messages. It will be back up and running soon.*

Businesses now have a new, one-stop resource for everything they need to know about starting or growing a business in Lane County.

Lane Business Link was recently developed through the collaborative efforts of the Eugene and Springfield Chambers of Commerce, City of Eugene, City of Springfield, Lane Community College Small Business Development Center, and Lane County Community and Economic Development. Existing and new businesses may now go online to the Lane Business Link website and have access to City, County and State resources 24 hours a day, 7 days a week.

The concept of the “one-stop” first came from the Joint Elected Officials, a team of leaders from the cities of Eugene and Springfield, and Lane County. As part of the JEO Strategies, a business “one-stop” including a physi-



cal and virtual location was envisioned. The goal of the “one-stop” was to provide businesses with the assistance they need regarding planning, marketing, siting, financing and collaboration all in one location. The virtual presence was a key component given that many people now turn to websites when initially seeking assistance to start or grow a business. Lane Business Link is an interactive tool that is constantly updated and changing to ensure timely, accurate information, satisfying a need many business owners

## LaneBusinessLink

require. Lane Business Link has been designed to enhance outreach and service to all Lane County companies.

To learn more about Lane Business Link contact Sarah Mizejewski at 514-682-4445 or Sarah.Mizejewski@co.lane.or.us or visit the website at [www.lanebusinesslink.com](http://www.lanebusinesslink.com)

# young adults in

# TRANSITION

*Adulthood made just a little easier*

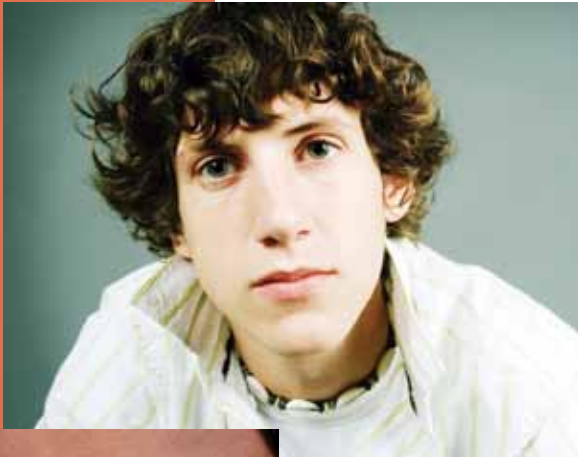
LaneCare and the Lane County Department of Children & Families have partnered to fund a unique and promising pilot project: Young Adults in Transition (YAT). YAT provides customized services to help youth age 16-23 who are LaneCare members enrolled in the Oregon Health Plan. YAT supports young people to successfully transition to independence. The project is being conducted as a cooperative effort by Looking Glass Youth and Family Services, ShelterCare, and Oregon Family Support Network.

For teens in the mental health system, the adult world can be confusing, frustrating, and downright daunting... YAT helps! Young adults who participate in the program receive individualized assistance and support to increase their ability to navigate critical systems such as education, housing, employment, medical/mental health services, and legal services. The program also provides support around transportation, social and recreational planning, and accessing community resources. Navigators meet with each person and stay with them, as guides, as they mature from the world of child/youth mental health systems and services, to the adult world. They serve as a consistent supporter, offering not just guidance, but also providing skill-building, explaining processes, paperwork, eligibility, and linkages to other social support systems.

Youth involved with the program tell us that this approach works, and helps them manage that transition process of becoming an adult. In the past year, 22 youth joined this voluntary program – meeting with their case manager, setting goals around independence, and planning the action steps needed to achieve their dreams. YAT participants tell us they are making great strides along their path to independence by improving their employment picture, housing stability, social/recreational opportunities, and by taking positive control of their physical and mental health.

Though this is a pilot project, we are learning valuable lessons about how the children and youth mental health, and the adult mental health systems, can better coordinate with each other and partner with youth nearing that transition to adulthood... standing alongside young adults as they navigate and succeed!

For more information, contact the YAT Team at [YAT@lookingGlass.us](mailto:YAT@lookingGlass.us) or at 541-484-4428.



a cooperative effort by



**Looking Glass**  
Youth & Family Services



**ShelterCare**  
*Hope is here.*



Oregon Family  
Support Network, Inc.  
1-800-323-8521  
[www.ofsn.org](http://www.ofsn.org)